

amendment to the text of H.R. 2130, pursuant to the foregoing resolution, the Clerk be authorized to correct section numbers, punctuation, cross references, and to make other technical corrections.

¶121.92 PIPELINE SAFETY

Mr. MINETA moved to suspend the rules and agree to the following amendment of the Senate to the House amendments to the bill of the Senate (S. 1583) to amend the Natural Gas Pipeline Safety Act of 1968 and the Hazardous Liquid Pipeline Safety Act of 1979 to authorize appropriations and to improve pipeline safety, and for other purposes:

Page 58, after line 25, insert:

TITLE VI—MISCELLANEOUS PROVISIONS

SEC. 601. PAGE AVENUE EXTENSION.

(a) Upon submission of a request by the State of Missouri for Federal Highway Administration approval of the Page Avenue Extension project (hereinafter cited in this section as "the project"), the Secretary of the United States Department of Transportation (hereinafter cited in this section as "the Secretary") is authorized to waive the requirements of section 138 of title 23, United States Code and section 303 of title 49, United States Code, for the alignment designated by the State of Missouri as the "Red Alignment", as described in the draft environmental impact statement approved by the Federal Highway Administration on May 30, 1990, if:

(1) the Secretary determines that a final environmental impact statement has been completed by the State of Missouri and approved by the Secretary; and

(2) the State of Missouri enters into an enforceable agreement with the Secretary to implement a project mitigation plan that includes, at a minimum—

(A) expansion of the Creve Coeur Lake Memorial Park (hereinafter cited in this section as "the Park") in the vicinity of St. Louis, Missouri, by at least fifty percent, through acquisition and addition to the Park of not less than 600 acres of land;

(B) development of a walking and bicycle path that is not less than ten feet in width and connects the Park to the KATY Trail State Park in St. Charles County, Missouri;

(C) construction of nature trails in the wooded upland portion of the additions to the Park referred to in subparagraph (A);

(D) development of a Wetland Wildlife area that includes lake areas and marshes, trails, observation points, and other environmentally compatible features in the Park or in one of the additions to the Park referred to in subparagraph (A);

(E) dredging of Creve Coeur Lake to help remedy a chronic siltation problem and to promote fish and wildlife populations;

(F) construction of a new lake in one of the additions to the Park referred to in subparagraph (A) to help alleviate the recurrence of a chronic siltation problem in a manner that minimizes, to the maximum extent practicable and in accordance with section 404 of the Federal Water Pollution Control Act (33 U.S.C. 1344), the disturbance of any existing wetlands;

(G) design and construction of features to minimize the visual and physical impact of the project in the vicinity of the Park, consistent, to the extent practicable, with recommendations of the design committee established in accordance with subsection (c), including—

(i) the use of textured concrete, as appropriate,

(ii) the minimization of bridge pier sizing in the elevated portion of the project;

(iii) the use of a bridge design that is more aesthetically pleasing than standard elevated roadway designs;

(iv) construction of bridge siderails with materials that are effective noise attenuators to reduce operational noise levels near the bridge;

(v) design and construction of a drainage system to prevent contamination of Creve Coeur Lake and Creve Coeur Creek with pollution from roadway runoff;

(vi) landscaping of the area between the elevated roadway and Creve Coeur Mill Road to enhance visual parameters without compromising road user safety; and

(vii) the placement of signs to direct road users to appropriate park entrances and facilities;

(H) such other mitigation measures as the Secretary may determine are appropriate to ensure that the environmental benefits of the project mitigation plan exceed the environmental damage associated with the project; and

(I) a monetary contribution by the State of Missouri as may be necessary to implement the entire mitigation plan, in an amount not less than \$6,000,000, including the payment of not less than \$250,000 for facility improvements in the Park, and all funds to develop and implement the mitigation plan shall come from non-federal sources of funding.

(b) None of the costs to develop or implement the project mitigation plan referred to in subsection (a) shall be considered expenditures pursuant to or in satisfaction of the transportation enhancement requirements of section 133 of title 23, United States Code (as amended by section 1007 of The Intermodal Surface Transportation Efficiency Act of 1991, P.L. 102-240, 105 Stat. 1927-1931).

(c) The Governor of the State of Missouri shall establish a design committee to develop recommendations concerning design and construction features to minimize the visual and physical impact of the project in the vicinity of the Park. The Committee shall include representatives of local elected officials, regional park officials, local community groups, design professionals, environmental organizations, and business organizations.

(d) To the maximum extent practicable, the State of Missouri shall implement the project mitigation plan referred to in subsection (a) prior to the commencement of construction of the Page Avenue Extension project. At a minimum, the mitigation measures specified in subsection (a)(2)(A) and (a)(2)(C) shall be completed prior to commencement of construction of the Page Avenue Extension project.

(e) If the project does not comply with all other requirements of federal environmental law that are applicable to the project, including sections 134 and 135 of title 23, United States Code (as amended by sections 1024 and 1025 of the Intermodal Surface Transportation Efficiency Act of 1991, P.L. 102-240, 105 Stat. 1955-1962 and 105 Stat. 1962-1965) and all other requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (P.L. 102-240, 105 Stat. 1914 et seq.), any waiver of the requirements of section 138 of title 23, United States Code and section 303 of title 49, United States Code, granted by the Secretary under the authority of this section shall be stayed pending a determination by the Secretary that the project has been brought into compliance with such other requirements. Any determination by the Secretary under the preceding sentence shall be subject to judicial review.

SEC. 602. RURAL ACCESS.

The table contained in section 1106(a)(2) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2037-2042) is amended in item number 52, relating to Bedford Springs, Pennsylvania—

(1) by striking "Bedford Springs,";

(2) by inserting "in Bedford Springs, Pennsylvania," after "access road"; and

(3) by inserting "or other projects in the counties of Bedford, Blair, Fulton, and Huntington, as selected by the State of Pennsylvania" after "therewith".

The SPEAKER pro tempore, Mr. McDERMOTT, recognized Mr. MINETA and Mr. SHUSTER, each for 20 minutes.

After debate,

The question being put, viva voce,

Will the House suspend the rules and agree to said amendment?

The SPEAKER pro tempore, Mr. McDERMOTT, announced that two-thirds of the Members present had voted in the affirmative.

So, two-thirds of the Members present having voted in favor thereof, the rules were suspended and said amendment was agreed to.

A motion to reconsider the vote whereby the rules were suspended and said amendment of the Senate to the House amendments was agreed to was, by unanimous consent, laid on the table.

Ordered, That the Clerk notify the Senate thereof.

¶121.93 CAR THEFT PREVENTION

Mr. SCHUMER moved to suspend the rules and pass the bill (H.R. 4542) to prevent and deter auto theft; as amended.

The SPEAKER pro tempore, Mr. McDERMOTT, recognized Mr. SCHUMER and Mr. SENSENBRENNER, each for 20 minutes.

After debate,

The question being put, viva voce,

Will the House suspend the rules and pass said bill, as amended?

The SPEAKER pro tempore, Mr. McDERMOTT, announced that two-thirds of the Members present had voted in the affirmative.

So, two-thirds of the Members present having voted in favor thereof, the rules were suspended and said bill, as amended, was passed.

A motion to reconsider the vote whereby the rules were suspended and said bill, as amended, was passed was, by unanimous consent, laid on the table.

Ordered, That the Clerk request the concurrence of the Senate in said bill.

¶121.94 COMMUNITY ENVIRONMENTAL RESPONSE FACILITIES

Mr. SWIFT moved to suspend the rules and agree to the following conference report (Rept. No. 102-986):

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 4016), to amend the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 to require the Federal Government, before termination of Federal activities on any real property owned by the Government, to identify real property where no hazardous substance was stored, released, or disposed of, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendment of the Senate and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the Senate amendment, insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the "Community Environmental Response Facilitation Act".